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CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

REPORT

CD NO.

25X1

COUNTRY

East Germany

DATE DISTR. October 1955

SUBJECT

Peenemuende Airfield

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ACQUIREDNO. OF ENCS.  
(LISTED BELOW)

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DATE OF  
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THIS IS UNEVALUATED INFORMATION

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1. The following air activity and aircraft were observed at Peenemuende airfield between 18 June and late July 1955:

18 June. At 1545, while there was air activity over the airfield, a jet fighter went down in the Peenemuende-Nord section and crashed. Air activity was immediately terminated and Soviet soldiers blocked-off the area where the aircraft had crashed.

19 June. The area where the aircraft had crashed was checked in the early morning, and there was no further evidence that an aircraft had crashed in that area.

22 June. Air activity was resumed. Only a few individual flights were made. During the latter part of July night air activity and searchlights practices were repeatedly seen. Jet fighters made passes on single jet fighters which were illuminated by searchlights. An identification beacon, which radiated Morse signals in a regular cycle, was observed at the airfield. It was learned that jet fighters of a new type with more powerful engines are stationed at Peenemuende airfield. <sup>1</sup>

2. The following observations were made on 18 June:

A single jet fighter which had taken-off, from east to west, banked around the airfield and apparently was going to cross over the airfield when suddenly two dark objects were seen falling from this aircraft. Two or three seconds later one parachute opened, while the second parachute did not open until 6 or 7 seconds after the two black objects had first been seen. The sound of the jet engine was normal. The two parachutes carried the two crew members of the jet fighter. After the pilots had bailed out, a smoke trail was seen coming from the plane still flying on a straight course. As the aircraft reached the Peene River, a red flare of fire was seen emanating from it and then it fell off in a steep dive and crashed in the Peenemuende-Nord section. The aircraft crashed intact and no detonation was heard when it hit the ground. One of the pilots of the plane landed a short distance north of "Werk Sued". <sup>1</sup>

FLASH

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3. Between early April and about 10 July, the railroad ferry near Wolgast was out of operation because of repair work. During this period, no railroad tank cars could be transferred to the Isle of Usedom. Due to this repair work the Soviets had to supply Peenemuende airfield with fuel by road. Ten to 12 tank trucks were daily seen moving to the airfield. The **extraordinarily** large tank truck was observed, the loading capacity of which was estimated to be more than 25,000 liters. This tank car was towed by a three-axle prime mover. The tank truck had two front axles and three rear axles. The tank was somewhat smaller at its top than at its base. At the rear end of the tank was a double-wing trap door which covered the fuel transfer point. <sup>2</sup>
4. The following air activity and aircraft were observed at Peenemuende airfield: 25X1  
29 June. At 0700, approximately 40 to 50 jet fighters were parked at Peenemuende airfield. Intensive individual flying by MiG-15s and MiG-17s was observed during daytime. The MiG-17s had shorter noses and wider wings than the MiG-15s. It was estimated that there was an equal number of MiG-15s aloft.  
13 July. At about 0700, 70 to 80 jet fighters were observed and included one with four jets and pronounced sweep back and about four with two jets. No detailed observations could be made because of the distance. The double jet aircraft seemed smaller than usual twin jet aircraft. <sup>1</sup>  
 Between 0100 and 0200 on at least 14 nights in June, there were intensive searchlight practices in the Wolgast area. One jet fighter ~~towing~~ a sleeve target was observed in the intersection of searchlight beams. After the plane had been caught by the searchlights, the sleeve target was then fired upon. The jet fighters flew at various altitudes. <sup>1</sup>
1.  Comment. Peenemuende airfield is still believed to be occupied by two 25X1  
 naval fighter regiments. It was expected that the re-equipment with MiG-17s of naval fighter regiments would be executed in accordance with the re-equipment of fighter regiments of the Twenty-Fourth Air Army. Prior to this sighting of an aircraft with four jet engines and a pronounced sweep-back the only other similar observation at a fighter airfield in East Germany, was a four jet dummy or mock-up aircraft. It has previously been observed that Il-28s are repeatedly used for target representation and for ~~towing~~ airplanes at fighter airfields. The crash of the jet fighter is reported for the first time. The increased occupation strength as observed on 13 July may probably be connected with naval maneuvers.
2.  Comment. It is known that fuel tankers with a capacity of 600 to 800 25X1  
 tons dock in the northern portion of the "Seepolizei" harbor. The fuel is then unloaded from the tankers to the tank trucks via fixed fuel pipes at the pier. The supplying of fuel to Peenemuende by sea was necessitated because the Wolgast railroad ferry was out of operation at that time. A tank truck with a capacity of about 25,000 liters is reported for the first time. For sketch of this tank truck, see Annex.

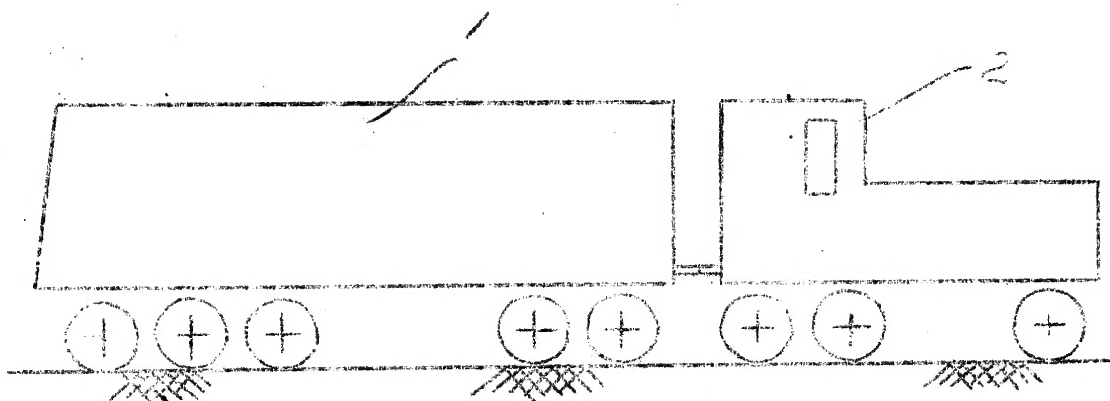
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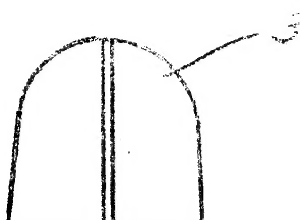
Annex

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Sketch of the Tank Trailer and Prime Mover



For legend, see next page



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Sketch of the Tank Trailer and Prime Mover

Legend:

1. Tank trailers with a capacity of about 25,000 liters; the trailer was of similar construction as the tank trailers having a capacity of 10,000 to 12,000 liters.
2. Prime mover
3. End view of doors on the trailer covering the fuel transfer point.

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